

AN IMPUDENT THEFT

At the Magistracy to-day, William James Hausman and Donald McKain, were charged with stealing \$740 from Thomas Dow on the 5th inst. First defendant admitted stealing \$60 second defendant pleaded not guilty.

The complainant said that he was an unemployed engineer staying at the Sailors' Home. In a unlocked portmanteau under his bed he had \$740 in notes. He had never seen the first defendant before. He had seen the second defendant in Hospital and he recognised him at

the Home and talked with him. On 3d inst, he sent a friend to witness to ask him for a drink (so that he knew the number of witness' drinks) and witness gave him forty cents. Between 6 and 7 o'clock on the 7th inst, witness went to the portmanteau to get some money and found that the pocket book, containing \$140, had gone.

Charles Chuskon a Swedish sailor said that on Saturday second defendant told him that complainant had lost some money and told him to go to the first defendant and ask him for it. The second defendant said he knew the first one had it because he had been drinking with him the night before. At first the first defendant said he had not lost any money.

William McHardy, P. C. 50, said that he was sent out to make enquiries into the case. He suspected the second defendant and spoke to him but he denied the theft and said he knew who had committed it. Witness arrested both defendants.

First defendant said the second defendant told him where the money was and he and another chap asked him (the first) to go and get it. He went up on Friday afternoon and got the money. He spent the money in drink. He was 21 years of age and was formerly in the *T. P. Troop*.

ALLEGED AGREEMENT BETWEEN

DEWEY AND AGUINADO.
—
NEW YORK, July 6th.
A *Journal* special from London says:—S. C.

Valdes, a native of the Philippines, who was educated in Chicago and Hongkong has arrived in London holding power of attorney from Aguinaldo, the rebel leader, to represent the

Interests of the insurgents. Valdes says before he left Manila an agreement was entered into between Admiral Dewey and Aguinaldo concerning the future of the Philippines, the clauses of which, as they stand at present, are as follows:

First—The independence of the Philippines shall be proclaimed.

Second—A republic will be established and

Third—This Government will recognize the temporary intervention of American and European commissioners, who are for the present to

Fourth—An American protectorate over the islands shall be accepted on conditions identical with those arranged for Cuba.

Sixth—Such measures regulating Chinese immigration to be adopted as will regulate competition with native labour.

Seventh—Existing judicial system to be immediately reformed, and the administration of justice to be entrusted at the outset to a European official.

Eighth—Complete liberty of the press.

Ninth—General religious toleration to be proclaimed, but abolition of monasteries and expulsion of Spanish priests who have carried on a persecution in the Philippines to be ordained.

Tenth—Measures shall be adopted to promote the immediate development of the natural resources of the country.

Eleventh—Similar measures for the development of roads and railways.
Twelfth—Laws restricting commercial undertakings and investments of foreign capital in islands to be abolished.
Thirteenth—The new government will prevent reprisals against Spaniards and preserve order.

Fourteenth—The Spanish official element all be removed to some other island until portunity shall arise for their return to Spain.

We have received the "Amoy Trade Report and Returns, 1897." The following, with credit to the publisher of the

Exports.—In all probability this Trade Report will be the last in which reference will be made to Amoy Tea as an important factor in our trade.

years ago 65,800 piculs were exported; this year the total is 12,177 piculs, and even at present writing there are 1,200 piculs remaining in the hands of the Native team n, with no remote chance of their ever finding a purchaser.

ser. Prices were steady and fairly good pro-
were realised. The extinction of the Amoy
trade has been predicted in previous Trade
ports; the Export and Likin Duty are factors
ch millitate against the hopes of the west

guine. It is now too late to propose remedial
sure which would resuscitate the already
abundant leaf, formerly the leading article of
the Native growers are not entirely
from blame; of late years they have been

ent to produce any article which would sell, the new United States law establishing dards has practically shut out the article as produced.

SALARIES OF THE WORLD'S RULERS.

Autocrat of the Russia—an income of 200,000; the substance of the Shadowy amounts to £4,250,000; the Emperor's estate draws a yearly cheque of £1,000,000.

of Germany pockets £700,000. The
of Italy receives £380,000, and is said to
his savings out of that country; the Shah
£10,000 to bring his income up to
£100,000. Her Majesty the Queen

000; the Kings of Belgium and Sweden, 200 and £15,000 respectively; the Queen Netherlands, £60,000; the King of Greece, 00; M. Faure, £49,000; Mr. McKinley, 00; and the President of the

elle no less than £50 a month. We must not forget to mention, however, that the £12,000 is accidental, and the £12,000 for travelling, and that in belle France allows her rent. are counted in with the allowance.

... additions, M. Faure's columns would
be little higher than President McKinley's.
In "Castell's Magazine" for July,

FATAL COLLISION IN YOKOHAMA HARBOUR.

We learn from a despatch to the *Hague News* that a collision occurred in the harbour of Yokohama this afternoon (7th) between the Canadian Pacific launch and a cargo boat, Miss Simons, a missionary, was killed and Miss Allen, also a missionary, was slightly injured.

Miss Simons was a member of the American Methodist Episcopal Church Mission at Yokohama and was probably either on her way to the steamer to meet a friend or returning to the shore when this deplorable accident occurred.—*Kobe Herald*.

SIAM AND FRANCE.

WARM DIPLOMATIC CORRESPONDENCE.

BANGKOK, July 21st.

If a bomb-shell has been dropped in the French Legation on Monday last, and an infernal machine exploded in the Siamese Foreign Office, the effect would simply have been flat compared with that produced among the officials in those establishments by the articles on Siam and France which appeared in your issue of July 17th. All those who were in the "know" saw at once that somebody had had access to secret Siamese documents; and everyone awaited with breathless anxiety the appearance of the papers which are supposed to be the month-piece of the Siamese and the French. The *Bangkok Times* published all your articles without a single word of comment; but the *Free Press* was so much taken aback apparently that it was only on Wednesday night, that it had the nerve to reproduce your articles on which it commented editorially in a well written, diplomatic letter, the tone of which presented a strong contrast to that of the usual run of *Free Press* editorials.

"The strangest part of the business," it says, "is the fact that official Siamese documents have come somehow or other into the possession of outsiders, and have been communicated to the Press. There can be no doubt whatever that a grave indiscretion has been committed either by the officials of the Foreign Office or by the members of the French Legation—unless of course the documents have been stolen, in which case it is clear that they must have been carefully kept."

A you will probably quote elsewhere this, the first editorial pronouncement in a Bangkok paper on the articles which you published, I shall say no more of it save to point out that it confirms in a striking manner the truth of every statement I have made in the *Siam Observer* given even a stronger confirmation. High Siamese persons have been approached by both these last mentioned papers; but they said that they could not discuss the matter at all, could not say a word about it.

On the morning of July 19th Mr. DeFrance the French Minister plenipotentiary, wrote to Prince Devawongse calling his attention to the fact that quotations from official documents had appeared in the *Straits Times*, and charging the officials of the Foreign Office with having allowed outsiders to see those documents. The Prince boldly denied the accusation, but he is at present conducting a vigorous inquiry. The French Minister is doing the same.

This little incident has not tended to smooth the path of the negotiations which are being conducted at present between the French and the Siamese on (1) Luang Prabang; (2) Phongsavan; and (3) 25 kilometre zone. In fact, things have got so tangled that there may be a serious quarrel at any moment. I have read all the correspondence that has passed so far between Mr. DeFrance and Prince Devawongse; and the only comment I can make is to ask—why did they open these negotiations? There is not the slightest sign of yielding on either side, and the letters become warmer in tone every day. It was at the special request of the French Minister that these negotiations were commenced; and I cannot see his object in making such a request unless he wanted to keep the case open and his young men busy.

If so, he has certainly succeeded in both objects—very well. In order to "keep his hair on" the Siamese Minister writes to the French Minister in the language of perfidious Albanian; and though there is a Belgian flavour about it, it is generally speaking very good English. The French diplomat's notes are undoubtedly very polite and incisive; but Prince Devawongse has a bad habit of waxing sarcastic. Mr. DeFrance spoke for instance in one of his letters about the Laotians being "detained prisoners of war in Siam, contrary to the laws of humanity and the rights of nations."

In his reply Prince Devawongse played with that phrase like a bull with a red rag. He repeated it four times and always in a highly sarcastic manner. It was an odd phrase of course, but so is the language of diplomacy. Russia only is to advance the interests of humanity by selling Chinese ports; and America is simply swilling with benevolence when she lays hands on the Philippines. The Siamese must accustom themselves to language of this sort.

Straits Times Cor.

ENGLAND AND THE UNITED STATES.

At an Anglo-American dinner recently held at the Hotel Cecil, London, and at which most of the leading American residents and many English political, literary and other notable people were present some significant speeches were made. The following comments of the London newspapers will be of interest.

The *Daily News* says: "Nothing said by the speakers could offend the United States, but there was evidence throughout of the friendship which has grown so rapidly and that it will not end in mere verbal protestations of mutual respect and affection. It would be a mistake to force an alliance before the time is ripe, but there is an infinity of good in cultivating these sentiments of kinship which are the forerunners of formal alliances."

The *Daily Chronicle* referring to the banquet as a remarkable gathering of men who are forces in the modern world, says: "The dinner was the beginning of a movement which, unless unwise words or unforeseen mischance should wreck it, must carry us far. It is important that all men, friends or foes, should realize that this movement has come to stay."

The *Standard* says: "It would be premature to speak of an alliance in the sense in which Continental Chancellors employ the term, but it would be an error not less grave to depreciate the benefits which must accrue to the United States and Great Britain from the knowledge that they can look to each other for sympathy and co-operation."

The *Morning Post* says: "The banquet has made a permanent addition to the reciprocal friendship which has been derived from recent events in various parts of the world, and while agreements in smaller points, such as the Canadian-American differences, are most valuable, the identity of interests of the United States and Great Britain is close as the community of their traditions, and their destiny is splendid, because it is one."

THE NEW JAPANESE TARIFF.

SIX MONTHS' NOTICE TO BE GIVEN.

The following letter from the British Foreign Office to a merchant in England has been kindly forwarded to us for publication, and we consider that it once for all settles the question as to the notice that will be given before the Tariffs will come into operation. It is certainly extraordinary, however, that no information to this effect has been communicated to his nation by the British Minister.—*Foreign Office*.

June 22nd, 1898.

GENTLEMEN.—With reference to your letter of the 19th inst. I am directed by the MARQUIS OF SALISBURY to inform you that the Japanese Government have undertaken to give six months' notice of the date for bringing the new Tariff under the Treaties with Foreign Powers into operation. As soon as such notice is given the fact will be duly notified in this country. The Treaty between Japan and Austria-Hungary has not yet been ratified, and though the length of notice stipulated in that Treaty is only one month, it is improbable that advantage can be taken of that provision owing to uncertainty as to the date of eventual ratification. It is understood that the Japanese General Tariff will not become operative until the Conventional Tariff is also introduced.—*Kobe Chronicle*.

LABUAN AND BORNEO NOTES.

The remarks of Mr. Cowie, the Managing Director of the B. N. B. Co., on his arrival in London, which were published in the *L. and C. Express* of July 1st, border on the comic when read by us who live under the jurisdiction of Mr. Cowie's Company. One of your correspondents recently pointed out that everything in Borneo is in the superlative degree, especially is this so, with regard to the timber. The timber is the "very best," Mr. Cowie says so, yet seriously enough the Chartered Company do not use it themselves in building houses for their officers. A new house is now being built in Labuan for Mr. Little, the Resident. You would expect the Company to use only "the timber," and there was at the time, in stock in a local yard, a supply ample for Mr. Little's requirements, but in the face of all this the *planking for Mr. Little's house is imported from Singapore*. It was not a question of price, although you would have expected that the Company would have been willing to pay a little extra to obtain the "best timber," but the local merchant was not even asked for a quotation. Is Singapore timber better than the best? Mr. Cowie please explain.

You have to pay for the privilege of living under the Chartered Co., and like the "Artful Dodger" have very often to ask yourself where the privilege comes in. Here is a case in point. A saw manufacturer in Labuan recently fell out with his Agents in Singapore, to whom he owed the sum of \$4,100. The Agents took out a summons in the Singapore Court and obtained a judgment, the costs for which, including the attendance of a Solicitor, amounted to something under \$4,000 (a little more than 1 per cent). The Labuan man would not pay, so it became necessary to put the case into the hands of a lawyer there. To have obtained a judgment in Labuan for \$4,100 would have cost close upon \$180 or nearly 4½ per cent, without including any fee for the lawyer, which would not have been allowed by the Court.

In Singapore the case was heard by a lawyer, trained in the taking and sifting of evidence. In Labuan, had it come before the court, it would have been heard by some one trained in nothing very particular, possibly by the Ex-Adjutant of the Police force, whose ranking as an Adjutant and a Judge had been gained as an Officer on the P. & O. steamer *Pekin*. Had the same case been heard in North Borneo, it would probably have come before the Medical Attendant of the Defendant, or possibly the Editor of the *B. N. B. Herald*. The Labuan lawyer, knowing the parties and not wishing to throw good money after bad, settled this particular case for a small sum of money. The conclusion of the whole matter is, that to have your little monetary differences settled by a lawyer in Singapore, including professional assistance costs 1 per cent; to have them settled in North Borneo or Labuan by an ex-Police Adjutant and P. & O. Officer, a Doctor or an Editor costs, without professional assistance, 4½ per cent of the amount in dispute.

This reminds me of another case. Not very long ago, in Labuan, a eye was sent on a message by his mistress (his matter being absent in North Borneo) while on his errand, right the eye fell out of a Sikh Policeman's hand, and he was in due course haled before the Police Magistrate, who is also Treasurer, Coroner, Inspector of Farms and Nuisances, &c., &c., &c. The eye pleaded what amounted to justification, and asked that the case might be a journey until he could obtain the professional assistance of his Master (who is duly authorized to plead in the Courts of Labuan, but who, as I have said was temporarily absent in North Borneo) the Magistrate refused his request. The Sergeant of Police gave evidence that the man was of bad character, and he was fined \$50, or the maximum term of imprisonment, six months. The man went to jail. In due course the Master returned, paid the fine and got his servant out, and then entered an appeal to the Resident. H. E. the Governor was then Acting as Resident also, and the appeal came before him.

There is a section in the Indian Procedure Code which is in force in Labuan, which directs that "every accused person may of right be defended by a pleader." The refusal to allow this right to the eye was one of the grounds of appeal. H. E. ruled that this only applied if a Pleader happened at that time to be in Labuan, and not if the obtaining of one would occasion delay; the effect of which ruling is that if you are a resident in North Borneo or Labuan you may be tried for your life by a Doctor or an Adjutant of Police who has been to sea, and can only claim professional assistance, if a lawyer who is also qualified in the local courts, happens at the time to be in the place. The Dodger would certainly have enjoyed "where are my privileges?"

Another reason of appeal was that evidence as to character had been allowed with a view to increasing the punishment. The Indian Evidence Act is in force in Labuan and Sec. 54, I think it is, directs that evidence of bad character cannot be given unless good character has been set up in defence. The eye never set up a good character, but the Sergeant of Police was allowed to give evidence that he was a bad one. This too was overruled by H. E. as well as other reasons, and sentence was confirmed. What the man's real character was may be gathered from the fact that his master paid his fine, that he has been in his service for about two years and is still so, and has had his wages recently raised.

Those thinking of coming to North Borneo had better consider what their "privileges" will be, before they make up their mind.—*S. F. Press Cor.*

THE TRADE OF AMOY.

We take the following from the Amoy Trade Report, for the year 1897, compiled by Mr. W. Noyes Morehouse, Commissioner of Customs:—

The net value of the trade for 1897 was HK\$ 711, 12,973,616, which is HK\$ 11,334,441 below the figures of 1896 and HK\$ 11,334,441 below 1895, the highest on record. This may be considered satisfactory when the prevalence of the bubonic plague followed by fever and ague during the greater part of the year, and the continued high price of gold, which doubtless prevented to a great extent the purchase of European fabrics, is taken into account. Emigration to the Straits fell off 25 per cent, by reason of the quarantine imposed against this port, but the emigration to Manila increased in spite of the same conditions. In consequence of the decrease in emigration the charters of the steamers to carry emigrants to Java and the Straits lost heavily—the increased price of coal and low rates of passage, by reason of competition lately introduced, being important factors; to lessen losses steamers were subchartered elsewhere. The large local rice crop tended to an earlier feeling among the natives, who report profits to a small extent on general merchandise and opium, both foreign and native, but heavy losses in Tamsui rice brought here for sale. Fluctuations were greater than in 1896, although native banks raised the discount rate at times. There were no failures among native merchants, and the prosperity of the district was an undoubted fact, as owing to very good grain crops it was unnecessary to import American flour, rice, or wheat to the extent of former years. Trade with the North and Straits was not satisfactory, but handsome profits resulted from the Java trade, as the rates of exchange between the guilder and the dollar during the year was 18 guilders to the dollar. The net exports of the bubonic plague was in May; the deaths then averaged 20 a day; in June and July the estimated death rate was 40, in the beginning of August 30, and there was a continued decrease until 8th September, when it ceased. The total deaths from the scourge in Amoy and the immediate vicinity is estimated at 4,000. The energetic measures adopted by the Kalangan Road Committee prevented its spreading on the island (where foreigners reside), excepting two or three isolated cases, the established cordon of boats effectually precluding the landing of affected natives or coffins for burial.

SPAIN'S FINANCIAL POSITION.

Under the heading, "Is the Bank of Spain Solvent?" the *Statist* lengthily discusses Spain's financial position, saying:—"Upon the bank's ability to finance the Government depends the continuation and duration of the war. Practically, the Spanish Government is now reduced to the expedient of using the printing press to meet its war outlays, and the longer that printing press is in operation and the more notes are issued the greater will be the depreciation in the value of the paper. If the war lasts much longer we may see the paper peseta, which is now at a discount of 50 per cent, depreciate as did the assignat of France at the end of the last century. Formal suspension of specie payments cannot long be delayed. Indeed, the suspension has practically occurred." The *Statist* then presents an array of figures showing the exact position of the Bank with a circulation of 1,318,000,000 pesetas without any coin reserve available for its redemption and further pointing out that such note circulation may be increased to 2,000,000,000. Finally, the *Statist* says that in three years the Spanish and Cuban Governments have borrowed 1,000,000,000 pesetas from the Bank of Spain.

HONGKONG RIFLE ASSOCIATION.

SPOON COMPETITION.

Sixteen members took part in the competition on Saturday afternoon. Ranges, 200, 500, and 600; five shots at each range. The following are the best scores:—

G. H. Cole	200	500	600	Total
A. H. Skelton	22	23	23	68
W. McDonald	22	22	24	68
F. Smyth	21	21	26	68
Serge Bowers, R.E.	21	22	25	68
Serge Marshall, R.E.	23	22	23	68
Corp. Hill, R.E.	23	22	23	68
Supper Clarke, R.E.	18	23	27	68
Mr. Alken	20	15	23	58
Corp. Ledingham, R.E.	17	22	19	58

* Winners of Spoons

On Saturday next, the 13th inst., the match with the King's Own Regiment will take place, firing to commence at 2 p.m.

NOTANDA.

CALENDAR.

AUGUST.

Meteorological means based on ten years' observations to 1893.

Barometer	29.762
Thermometer	80.9
Humidity	83
Rainfall	13.89

TO-DAY.

WEATHER REPORT.

Barometer	29.76	On date at
Thermometer	80	88
Humidity	80	79
Rainfall		

TO-DAY.

Monday, 8th August, 1898.

Chinese—11st of 6th moon of 84th year of Kuang-shi.

Sun—Rises 5hr. 50min.

Set 5hr. 50min.

High water—Morning 1hr. 40min.

Afternoon 1hr. 40min.

Low water—Morning 5hr. 40min.

Afternoon 5hr. 40min.

ANNIVERSARIES.

1867—Typhoon in Hongkong; Praya wall destroyed.

1874—Assassination of Mr. Harber, German Consul, at Hakodadi.

1893—Li Ayun hung in Hongkong Gaol.

1895—Great Indignation Meeting in Hongkong re Kucheng Massacre.

TO-MORROW.

Tuesday, 9th August, 1898.

Chinese—2nd of 6th moon of 84th year of Kuang-shi.

Sun—Rises 5hr. 50min.

Set 5hr. 50min.

High water—Morning 1hr. 40min.

Afternoon 1hr. 40min.

Low water—Morning 5hr. 40min.

Afternoon 5hr. 40min.

ANNIVERSARIES.

1842—British troops landed at Nanking.

1846—Madame Tene died.

1856—Typhoon in Hongkong and Macao.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Australian (*Africa*) 13th inst.

Indian (*Kutang*) 13th inst.

French (*Indus*) 14th inst.

Tacoma (*Columbia*) 17th inst.

American (*Gaelic*) 23rd inst.

Canadian (*Empress of India*) 23rd inst.

American (*Asie*) and prox.

The Silk steamer *Tacoma* arrived in New York on the 6th inst.

The P. & O. steamer *Socotra* left Singapore for this port at 6 a.m. yesterday, the 7th inst.

The P. & O. S. N. Co.'s steamer *Peshawar* left Singapore for this port at 4 p.m. on the 6th inst.

The P. & O. steamer *Java* from China, arrived in London on the afternoon of the 6th inst.

The N. P. S. S. Co.'s steamer *Columbia* from Tacoma, has arrived at Yokohama, and sails for Kobe, Shanghai and Hongkong, to-day, the 8th inst.

The Agents (Messrs. Jardine, Matheson & Co.) inform us that the Company's steamer *Kailash* from Calcutta and Straits, left Singapore for this port at 3 p.m. on the 6th inst.

We are informed by the Agent of the Messageries Maritimes Co. that the steamer *Indus* with the next French Mail, left Singapore for this port at 7 a.m. yesterday, the 7th inst. via Saigon.

HONGKONG AND WHAMPOA DOCK RETURNS.

<i>Isidore</i> (P.O.)	at Kowloon Dock
<i>Thais</i> (P.O.)	"
<i>Chusan</i> (P.O.)	"
<i>Albion</i> (H.M.S.)	"
<i>Chusan</i> (P.O.)	"
<i>Tatung</i> (P.O.)	"

PASSED THE CANAL.

OUTWARD—*Socotra* July 10th; *Sardinia* 12th; *Benlary*, *Indus* 15th; *Manila*, *Glaucus*, *Kailash*, *Odaiba*, *Shikata* 22nd; *Glaucus*, *Athlon*, *Marco*, *Nijah*, *Nogorod* 26th; *Manila*, *Crawford*, *Mourina*, *Tristia* 29th. *Glaucus*, *Pravien*, *Aleia* August 2nd.

HOMEWARD—*Benlary*, *Oraida*, *Adria* August 2nd.

Auctions.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions from a mortgagee to sell by PUBLIC AUCTION, ON FRIDAY, the 19th August, 1898, at 3 P.M., at his Auction Rooms, All and singular the right of share, estate and interest of LI CHUNG FUI to and in the Estates of LI YUEN KONG and LI LAON; deceased. And particularly all the right, title, share, estate and interest of the said LI CHUNG FUI to and in the Leasehold premises in Hongkong registered in the Land Office as the Remaining Portion of SECTION F of MARINE LOT 54 and MARINE LOTS 17, 17 C, 18 and 19 and the REMAINING PORTION OF MARINE LOT 66, and Marine Lots 31, 32, 33 and 34 and Section 7 and Part 2 of Section A of Island Lot 103 and Island Lot 139 and Island Lot 104 and Section A of Marine Lot 69 and the Remaining Portion of Island Lot 70 and the Remaining Portion of Island Lot 25 and Island Lots 171 and 173 and Section C of Island Lot 10, and all rights to extensions and Reclamations to and from the Sea appertaining to any of the said Lots. Subject to prior Mortgages for Securing the PRINCIPAL SUMS of \$51,000 and of \$35,000 and the interest thereon respectively.

For Particulars and Conditions of sale apply to C. EWENS, Solicitor for the Mortgagee, 36, Queen's Road Central, Hongkong, 5th August, 1898. (944)

BY ORDER OF THE SECOND MORTGAGEE.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION, ON WEDNESDAY, the 17th day of August, 1898, at 3 P.M., at their OFFICE, Praya Central, in the OLD CROWN VALUABLE LEASEHOLD PROPERTIES.

ALL THAT PIECE or PARCEL of GROUND situated at Victoria, in the Colony of Hongkong, and registered in the Land Office as INLAND LOT No. 1473, formerly known as the Remaining Portion of Island Lot No. 54. These premises (Nos. 296 and 298, Queen's Road Central), are held for the residue of a term of 999 years from the 1st July 1862. Annual proportion of CROWN Rent \$20. The Lot number was altered last year to No. 1473, but the Crown Lease has never been taken up.

ALL THAT PIECE or PARCEL of LAND situated at Victoria aforesaid, and registered in the Land Office as SECTION D of MARINE LOT No. 109. These premises face on the Praya West (No. 213), and are held for the residue of a term of 999 years from the 1st July 1862. Annual proportion of Crown Rent \$22.

ALL THAT PIECE or PARCEL of LAND situated at Victoria aforesaid, and registered in the Land Office as SECTION L of MARINE LOT No. 109. These premises face on Queen's Road West (Nos. 373 and 375) and Sai Hing Lane (Nos. 4 and 5) and are held for the same term as Section D of Marine Lot 109 above.

ALL THAT PIECE or PARCEL of GROUND situated at Victoria aforesaid, and registered in the Land Office as SECTION Q of MARINE LOT No. 109. These premises face on Sai Wo Lane (Nos. 1 and 2) and are held for the same term as Sections D and L above. Annual proportion of Crown Rent, \$15.

ALL THAT PIECE or PARCEL of GROUND situated at Victoria aforesaid, and registered in the Land Office as SECTION C of MARINE LOT No. 109. These premises face on Praya West (No. 295) and are held for the residue of a term of 999 years from the 1st July 1862. Annual proportion of Crown Rent, \$19.

For Particulars and Conditions of Sale, apply to Messrs. HUGHES & HOUGH, Auctioneers, or to Messrs. DEACON & HASTINGS, Vendor's Solicitors, Hongkong, 6th August, 1898. (947)

Intimations.

A LONG FET WANT AT LAST SUPPLIED.

WANTED! WANTED! WANTED! ONE HUNDRED PERSONS TO COME EVERY DAY TO THE ROSMERE OF THE FAR EAST. THE PLACE TO SPEND A HAPPY DAY. THE WATERFALL INN. A BOON FOR ALL.

"SHUN LEE"

will leave the New Stone Pier at the foot of Pottinger Street at 5:15 P.M. sharp, for WATERFALL BAY, where there is a Long Pier and Bungalow erected for bathing purposes, returning for VICTORIA at 7 P.M. Every Day.

Season Tickets, (5 months) \$30

Monthly \$5

Single \$1

Towel and Bathing Suits supplied. Special arrangements for Schools and Families. COME AND SEE WHAT A GOOD THING IS OPEN FOR YOU.

Mr. EDWARDS holds a License, and Refreshments can be had on the Premises.

COME ONE, COME ALL, ALL ARE WELCOME.

The cheapest and most pleasant way of spending a few hours during Summer months.

The cause of so much sickness among the Middle and Poorer class of Europeans is the absence of all means of recreation. If some means could be adopted for daily trips in a Steam Launch with sea bathing, would mean the alleviation of much suffering among the people that have to spend their days during the Summer months in the office, and the nights in miserable Tenements that are only fit for Chinese, and I believe it would be the cause of a great reduction in the annual death rate.

Dr. P. B. C. AYRES in his Annual Report.

LOOK OUT.

On SATURDAY the Launch will make an Extra Trip starting from Pottinger Street Wharf at 9 P.M. sharp returning for Victoria at 12 (midnight).

On SUNDAY the Launch will leave the Wharf at 3 P.M. returning for the usual 5:15 P.M. trip. Finally returning for Victoria at 7 P.M.

EXTRA TRIPS.

Subscribers \$50

Non-Subscribers \$100

TICKETS to be had on the Launch, or on application to JAS. EDWARDS, Manager, 17, Praya Central, Hongkong, 12th July, 1898. (856)

IMPORTANT NOTICE.

TO HEADS OF FAMILIES, HOTEL-KEEPERS, CLUB AND MESS CATERERS.

H. RUTTONJEE respectfully directs attention to his new and GREATLY REDUCED PRICE LIST. A trial will prove his goods to be the CHEAPEST in Hongkong and the quality is the BEST in the market.

Cash and monthly customers alike share in the reduced tariff.

13, D'Almeida Street. Telephone No. 190. Hongkong, 5th July, 1898. (830)

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central, HONGKONG. (83)

Hotels.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendants. Favourable Arrangements made for Families and for Monthly or Extended Periods.

BILLIARDS.

P. BOHM, Proprietor & Manager. Hongkong, 3rd April, 1898. (81)

THE KOWLOON HOTEL is now refitted and reopened as a thoroughly HIGH-CLASS HOTEL, with everything of the very best, Splendid Suburban Situation, Unrivalled in the Colony. Cuisine a Specialty; none in comparison. Liquors of carefully selected quality. Billiard-tables and Bowling-alley excellent.

J. W. OSBORNE, Proprietor.

April 2nd, 1898. (485)

I SAY! HERE'S SOMETHING GOOD. THE OLD MAN'S ON DECK AGAIN AT THOMAS'S GRILL ROOMS, WHAT'S THE MATTER WITH THIS TARIFF?

BREAKFAST \$ 0.55
DINNER 0.75
DRINK 1.00
3 MEALS DAILY (Monthly Rate) 40.00
1 TYPIN 15.00
1 DINNER 20.00
TYPIN & DINNER 30.00
BREAKFAST & TYPIN 25.00
BREAKFAST & DINNER 28.00

BEST OF VIANDS SERVED IN THE BEST OF STYLES.

J. J. GOODCHILD, Manager.

Consignees.

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE Steamship "SUEVIA."

Captain Forcer having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Underigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & Co., Agents. Hongkong, 3rd August, 1898. (937)

NOTICE.

CONSIGNEES OF CARGO per Steamship "COPTIC."

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent. Hongkong, 4th August, 1898. (1-w 2)

THE EAST ASIATIC CO., LIMITED.

NOTICE TO CONSIGNEES.

FROM COPENHAGEN, HAMBURG AND ANTWERP.

THE Company's Steamship "MALAYA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underigned before Noon on the 13th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, on the 8th instant.

Bills of Lading will be counter-signed by ARNOLD, KARBURG & Co., Agents. Hongkong, 6th August, 1898. (1-w 48)

THE P. & O. S. N. Co.'s Steamship

"CHUSAN"

FROM BOMBAY, COLUMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., via S.S. *Arctida*.

From Persian Gulf, via S.S. *Pamba* and *Pachumbia*.

From Malabar Coast, via S.S. *Chyabasta*.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MATSUYAMA MARU	BOMBAY, via SINGAPORE and COLOMBO	To-morrow, 9th August, at Noon.
SADO MARU	NAGASAKI, MOI, KOBE, and YOKOHAMA	SUNDAY, 14th August, at Noon.
KAMAKURA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	TUESDAY, 16th August, at 4 P.M.
TOSA MARU	MARSEILLES, LONDON, NEW-CASTLE and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	THURSDAY, 1st September, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 8th August, 1898.

A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a cure for whatever ails them.

Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong—A. S. WATSON & Co. Hongkong, 1st September, 1898.

TO THE DEAF!

A RICH LADY cured of her deafness and noises in the head by Dr. NICHOLSON'S Artificial Ear Drums sent £1000 to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free! Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane, London, E.C.

CAROLINEUM-AVENARIUS Used for over 20 years. With the utmost success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & Co. Hongkong, 1st September, 1898.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents to the East for the amalgamated CLARKE, HUMBER and GLADIATOR CO., Ltd., DUNLOP TYRES BICYCLES—PRICE...\$135. A special reliable Watch made for this Climate. Quality...\$125. Quality...\$120. 10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

CHS. J. GAUFF & CO.

CHRONOMETER, WATCH, and CLOCK. MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS. CHARTS and BOOKS.

NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Vögtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. Nos. 54 & 56, Queen's Road Central. (40)

MEL CHEUNG, PHOTOGRAPHER, 707 FLOOR OF ICE HOUSE, IN THE HONG KONG ROAD.

IS now in a position, in his New and Com-mo-dious Premises, to eclipse, as he declares, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS and VIEWS at a speciality. Hongkong, 22nd September 1898. (42)

SIEN TING, SURGEON DENTIST, No. 16, D'ARCY STREET. (KARIS VERY MODERATE. Consultation free. Hongkong, 27th September, 1898. (43)

NOTICE.

NOT RESPONSIBLE FOR DEBTS. Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crews of the following Vessels during their stay in Hongkong Harbour—BUTUAN, Spanish str., Madilago—Brindao & Co. (4)

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAITAN." Captain Hall, will be despatched for the above Ports TO-MORROW, the 9th instant, at 10 A.M. For Freight or Passage apply to DOUGLAS LAFRAIK & Co., General Managers. Hongkong, 8th August, 1898. (914)

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARRACHI, ADEN, MASSAUA, SUEZ, PORT SAID, FUME, AND TRIESTE.

(Taking Cargo at through rates to SOUTH AFRICA, CALCUTTA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and AFRICAN Ports.)

THE Company's Steamship

"MARIA VALERIE." Captain S. Fellner, will be despatched as above TO-MORROW, the 9th instant, at 3 P.M. Silk and Valuables are re-shipable on arrival at Bombay into an accelerated liner. For Information, as to Passage and Freight, apply to SANDER WIELER & Co., Agents. Hongkong, 3rd August, 1898. (913)

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG."

Captain Finlayson, will be despatched as above TO-MORROW, the 9th instant at 3 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 6th August 1898. (915)

NAVIGAZIONE GENERALE ITALIANA, (FLORIO & RUBATINO UNITED COMPANIES.)

STEAM FOR SINGAPORE, PENANG AND BOMBAY. Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"LETIMERO."

Captain Belgio, will be despatched as above on WEDNESDAY, the 10th instant, at 4 P.M. At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 6th August, 1898. (918)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIA."

Captain Helms, will be despatched for the above Ports on FRIDAY, the 12th instant, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewards and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 5th August, 1898. (913)

"BEN" LINE OF STEAMERS.

FOR LONDON, via SUEZ CANAL.

THE Steamship

"BENEDI."

Captain Farragher, will be despatched as above on or about the 13th August. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 30th July, 1898. (921)

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, via SUEZ CANAL.

THE Steamship

"SIKH."

To sail about the 21st August, 1898. S.S. "MACDUFF" 15th Sept., 1898. S.S. "CHAZEE" 30th Sept., 1898. S.S. "LENNOX" 15th Oct., 1898.

For Freight or Passage, apply to DODWELL, CARILL & Co., Agents. Hongkong, 3rd August, 1898. (773)

SAILING VESSELS.

FOR NEW YORK.

THE "A" Norwegian Bark

"PRINCE ARTHUR."

Captain Olsen, having arrived will lead here for the above Port, and will have quick despatch. For Freight, apply to ARNHOLD, KARBORG & Co., Agents. Hongkong, 12th July, 1898. (878)

FOR SAN FRANCISCO.

THE "A" British Ship

"HAWTHORNBANK."

Greig, Master, now loading here for the above port and will have quick despatch. For Freight, apply to SHAWAN, TOMES & Co., Agents. Hongkong, 17th July, 1898. (744)

Mails.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prins Heinrich ... | Wednesday | 17th Aug.

Prinzess ... | Wednesday | 14th Sept.

Darmstadt ... | Wednesday | 12th Oct.

Sachsen ... | Wednesday | 9th Nov.

Bayern ... | Wednesday | 7th Dec.

Prins Heinrich ... | Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 17th day of Aug., 1898, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain O. Clippert, with PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 15th August. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 16th Aug., and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 16th Aug. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 20th July, 1898. (185)



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA."

Captain C. F. Preston, R.N., carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 20th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent. Hongkong, 6th August, 1898. (5)

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Columbia | 2,605 | A. Gaw | Aug. 23.

Tacoma | 2,549 | A. Dixon | Sept. 17.

Victoria | 3,167 | J. Truebridge | Sept. 27.

Olympia | 2,605 | T. H. Dobson | Oct. 22.

ALSO

FOR PORTLAND, OREGON.

IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Drummar | 3,601 | E. Porter | Aug. 13.

Mogul | 3,654 | W. H. Wright | Sept. 10.

Drummar | 3,601 | E. Porter | Nov. 5.

THE attention of Passengers is directed to the very cheap rates offered by this Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table.

DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

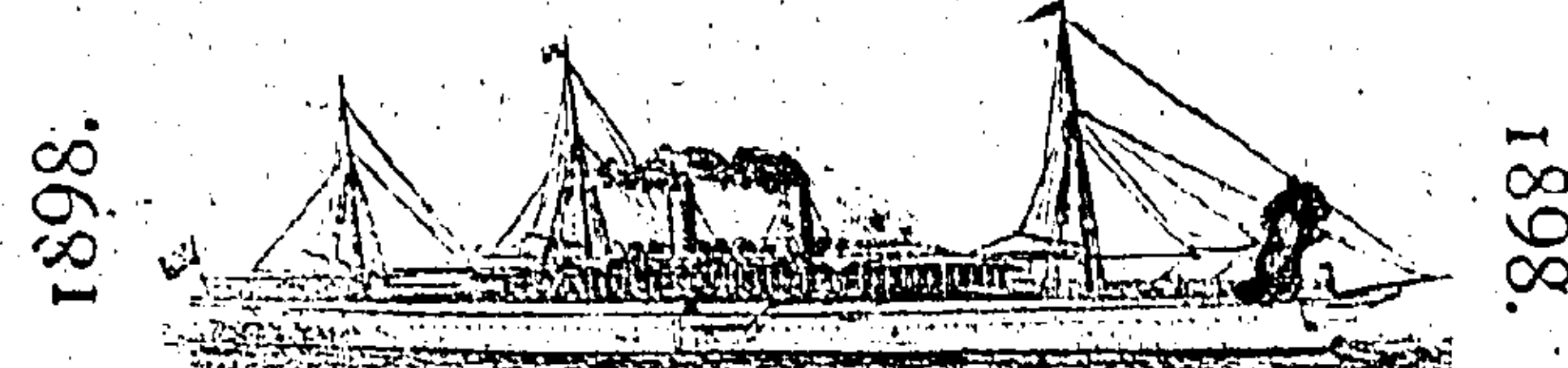
Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARILL & Co., General Agents. Hongkong, 8th August, 1898. (1)

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 10th August, 1898.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 31st Aug., 1898.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 28th Sept., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, 'Pedder's Street.' (3)

Hongkong, 20th July, 1898.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th Aug., at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 1st Sept., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 20th Sept., at Noon.

THE Company's Steamship "COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic Lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 22nd July, 1898. (12)

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S PATENT'S GENUINE COMPOSITION RED HAND BRAND.

HARTMAN'S GREY PAINT.

DANIEL'S PATENT MOTOR LAUNCHES &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES.

AT REASONABLE PRICES.

Hongkong, 14th May, 1898.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) (via)

THE U.S. Mail Steamship

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on DAY, the 13th, at Noon.

taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.